

IMPLEMENTATION PLAN

Chapter 8

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The purpose for this final chapter of the Parks, Open Space, and Trails Master Plan is to provide a summary of the proposed P.O.S.T. actions and recommended improvements along with their relative priority (near-term, mid-term, and long-term). This will provided the Board of Trustees, the Parks and Open Space Commission, and Town staff with an action plan for implementing the recommendations of the master plan. Due to the general variability in needs and opportunities that occur each year, it is recommended that the specific activities and priorities of the three elements of the P.O.S.T. Plan be determined annually.



The general time frames for priorities listed below are:

- ⌘ Near-Term: One to Five Years
- ⌘ Mid-Term: Five to Ten Years
- ⌘ Long-Term: Ten Years and Beyond

8.1 COMMUNITY PRIORITIES

When it comes to establishing priorities between parks, open space, and trails enhancements, it is reasonable to look to the results from the P.O.S.T. Plan public input process for guidance. Reviewing the results from the public opinion survey, public meetings/Keypad Polling results, and comments to the P.O.S.T. Plan website, some trends begin to emerge:

- ⌘ Building more trails and improving connectivity between neighborhoods consistently ranked as top priorities.
- ⌘ Trails, neighborhood parks, and playgrounds were the most frequently used P.O.S.T. facilities.
- ⌘ Preserving natural resources (wetlands, sensitive habitats, creek corridors, etc.) was important.
- ⌘ Adding facilities for active sports ranked high in the Keypad Polling results from the public meetings and website.

In order to provide overall direction, the following general priorities have been established.

8.2 PARK PRIORITIES

The following priorities for parks in Frederick are based on the assumption that new Pocket Parks and Neighborhood Parks will continue to be constructed by the developers of new residential neighborhoods.

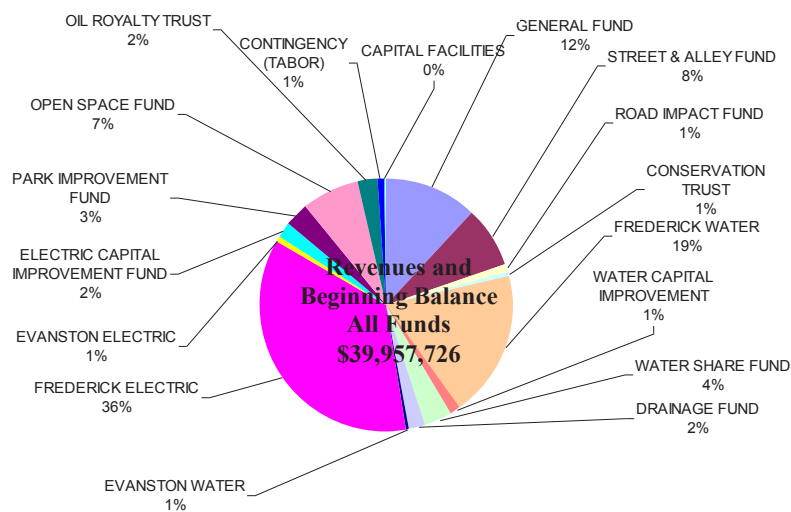


Figure 8-1: Frederick's 2010 budget priorities

Table 8-1: Near-Term Priorities - Town Codes, Policies, and Actions

ACTION	NOTES	RESPONSIBLE AGENCY
Update the Community Design Principles and Development Standards in the areas of Pocket and Neighborhood Parks	Update the Land Use Code to include the recommended changes including: <ul style="list-style-type: none"> Creating separate requirements for Plazas and Pocket Parks. Incorporate the relevant minimum design standards into the code. 	Town Staff Town Attorney
Update the Community Design Principles and Development Standards regarding Community Parks	Update the Land Use Code and Municipal Code to include the recommended changes including: <ul style="list-style-type: none"> Eliminating the need for the applicant (developers) to build and maintain Community Parks. Adjust the Community Park Improvement Fee to reflect the actual cost of land, water rights, and construction (from \$1,000 /Unit to ± \$2,400 per Unit or as adjusted by Town Board). 	Town Staff Town Attorney
Adopt park naming guidelines	Using examples from other communities, develop and adopt park naming policies	Town Staff
Evaluate purchasing or assuming control of the current High School Ballfield complex	Evaluate the feasibility and benefit to the community of adding the School District's ballfield complex to Centennial Park <ul style="list-style-type: none"> May require a small amount of consulting time if reconfiguration of the complex is to be evaluated 	Town Staff and Financial Officer Carbon Valley Recreation District Staff St. Vrain Valley School District Staff
Adopt a standard park identification / monument sign	Adopt standard sign(s) for all Pocket, Neighborhood, and Community Parks	Town Staff Signage Consultant
Evaluate safety surfacing depth on all play equipment basins (play bays)	Evaluate safety surfacing relative to the height of the play events and identify costs to provide required depths <ul style="list-style-type: none"> Could be completed by an outside consultant 	Parks Maintenance Staff

Table 8-2: Near-Term Priorities - Improvements to Existing Parks

ACTION / IMPROVEMENT	NOTES	POTENTIAL COST
Bring play equipment basin (play bay) safety surfacing to required depths.	<p>Allowance only at this time (\$3,000 avg.) for the nine Town-maintained park sites with play equipment. (More detailed costs can be determined through evaluation of individual play bays.)</p> <ul style="list-style-type: none"> The cost of safety surfacing replenishment in HOA/metro district maintained parks will be paid by the HOA or metro district. 	\$27,000
Install identification signs in Pocket, Neighborhood, and Community Parks	<p>One sign per park (\$1,500 avg.) -- 16 park sites.</p> <ul style="list-style-type: none"> FRA and James M. Crist already have signs 	\$24,000
Provide accessible route to play equipment	Improve access to 12 play equipment basins (\$3,000 avg. / play bay).	\$36,000
Provide accessible routes to amenities in parks	Allowance only at this time pending negotiations with the School District / appraisal	± \$1.50 million

Table 8-3: Mid-Term Priorities - Improvements To Existing Parks

ACTION / IMPROVEMENT	NOTES	POTENTIAL COST
Add picnic / shade shelters to parks lacking shelters	Three shelters total: <ul style="list-style-type: none"> • Medium size at Coal Ridge Park • Two small: One at Maplewood (Ironworks) Park and one at Moore Farm Park) 	\$35,000 \$50,000
Add site furnishings to existing parks which are deficient.	Benches on concrete pads(8) Picnic Tables (4) Dog Waste Stations (12) Trash Receptacles (2)	\$16,000 \$8,000 \$6,000 \$1,600
Enhance approximately 2/3 of the CDOT site	+/- 3.25 acres: Minimal level of improvement, primarily irrigated turf (\$50,000 per acre) Tennis Courts (one pair) ¾ Size Basketball	\$162,000 \$80,000 \$30,000
Add bike racks to appropriate Pocket, Neighborhood, and Community Parks	Four bike loops on a concrete pad (13 park sites: \$1,500 each)	\$19,500

Table 8-4: Long-Term Priorities - New Parks

ACTION / IMPROVEMENT	NOTES	POTENTIAL COST
Secure land for a Community Park west of I-25	Using the funds generated from the Park Improvement Fees, purchase 30 to 60 acres plus water rights for a Community Park west of I-25.	\$1.2 to 2.4 Million (at \$40,000 per acre)
Complete a master plan for the Community Park parcel	Master plan for the Community Park site defining park program, infrastructure requirements, site plan, and required Town planning approvals.	+/- \$30,000
Construct a new Community Park	Construct a new Community Park that includes the facilities that will address the Town's recreation needs at the time of construction..	\$5.25 to \$10.5 million +/- (\$175,000/ acre)

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8.3 OPEN SPACE PRIORITIES

8.3.1 NEAR-TERM

- § Assign the duties of the open space management to the Town staff for the first year. Establish goals and accountability criteria. Re-evaluate each year.
- § Analyze feasibility of bonding for trail/open space to the Town's finance department.
- § Identify key parcels for preservation for the first 2 years.
- § Assign responsibility for real estate acquisitions and ensure the individual(s) is conversant with all preservation tools.

8.3.2 MID-TERM

- § As the open space system grows and open space acquisition/maintenance duties are equal to a full time equivalent, the Town should hire an open space maintenance and acquisition manager. Until such time, open space management responsibilities should be managed by Public Works.
- § Develop in-house appraisal capacity.
- § Establish standards for open space improvements.

8.4 TRAIL PRIORITIES

The proposed trail segments within Frederick's planning boundary are prioritized below for implementation. Considerations for near, mid, and long term trail implementation included trail complexity, existing population served, proximity to likely development patterns, and regional connectivity. Most of the larger and more complex trails have been prioritized as mid or long term to provide the Town with adequate time to gather resources and funding. In addition, many trail segments will not likely be developed unless the underlying land is developed. Since the exact timing of development cannot be predicted, a fourth category was created that is not time specific. Scenarios that fall within this category include development of school sites, residential or commercial subdivisions, roads projects, and other larger capital improvements.

Planning level cost estimates were also developed for each trail segment based partly on 2010 parks project bids as well as the 2010 RS Means Guide. The cost estimates below include estimates for design, contingency, mobilization, and construction engineering. The cost of land acquisition is not included. Individual projects were rated (low, medium, or high) by likely levels of complexity due to their expected site impacts. Some projects will be simple and very

little earthwork will be necessary, but some projects may require a larger amount of base work and grading. It is likely that many trails will cost significantly less to build if the Town does the project design and/or specifications, or if the project is integrated into a larger construction project.

Table 8-5: Near-Term Priorities - Trails

ID	DESCRIPTION	SURFACE	WIDTH	LENGTH IN MILES	SITE IMPACTS	POTENTIAL COSTS	LEAD ROLE
7	No Name Creek Trail	Concrete	8+	0.67	Medium	\$245,000	Town
12	CR 18 Trail	Concrete	8+	1.18	High	\$486,000	Town/ Roads
14	Fox Run Connector 1	Concrete	8+	0.18	Low	\$45,000	Town
15	Fox Run Connector 2	Concrete	8+	0.19	Low	\$48,000	Town
22	Carbon Valley Academy Link Trail	Concrete	8+	0.34	Medium	\$125,000	Town
38	Eagle Valley Connector Trail 1	Concrete	<8	0.06	Low	\$12,000	Town
39	Eagle Valley Connector Trail 2	Concrete	<8	0.1	Low	\$20,000	Town
40	Fox Run Connector 3	Concrete	<8	0.31	Medium	\$85,000	Town
45	No Name Creek Connector Trail	Concrete	<8	0.23	Medium	\$64,000	Town
46	No Name Creek Connector Trail 2	Concrete	<8	0.22	Medium	\$60,000	Town
59	Countryside Connector Trail 2	Concrete	<8	0.09	Medium	\$26,000	Town
62	Fox Fun Connector 4	Concrete	<8	0.05	Low	\$9,000	Town

Table 8-6: Mid-Term Priorities - Trails

ID	DESCRIPTION	SURFACE	WIDTH	LENGTH IN MILES	SITE IMPACTS	POTENTIAL COSTS	LEAD ROLE
6	Bella Rosa Parkway / CR 20 Trail	Concrete	8+	2.68	High	\$1,110,000	Town/Roads
9	Godding Hollow North Trail	Concrete	8+	1.66	Medium	\$610,000	Town
10	Godding Hollow South Trail	Concrete	8+	2.36	Medium	\$870,000	Town
19	Colorado Blvd Trail	Concrete	8+	0.5	Low	\$127,000	Town
24	Frederick Way / Downtown Frederick Trail	Concrete	8+	1.55	High	\$643,000	Town
25	Centennial Link Trail	Concrete	8+	0.75	Medium	\$275,000	Town/Roads
65	Birch Street Trail 2	Concrete	8+	0.12	Low	\$30,000	Town/Roads
34	Godding Hollow / Boulder Ditch Connector	Concrete	<8	0.17	Medium	\$46,000	Town
37	Raspberry Hill Link Trail	Concrete	<8	0.06	Low	\$11,000	Town
41	Birch Street Trail 1	Concrete	<8	0.32	Medium	\$89,000	Town
42	Fox Run Connector 3	Concrete	<8	0.05	Medium	\$15,000	Town
44	Moore Farms Connector 2	Concrete	<8	0.02	Low	\$5,000	Town
60	Savannah Utility Trail	Concrete	<8	0.37	Low	\$71,000	Town
1	St. Vrain Legacy Trail	Natural	8+	6.05	Medium	\$840,000	Town/ Development
47	Rinn Valley Ranch Ditch Trail	Natural	8+	0.44	Low	\$53,000	Town/ Development

Table 8-7: Long-Term Priorities - Trails

ID	DESCRIPTION	SURFACE	WIDTH	LENGTH IN MILES	SITE IMPACTS	POTENTIAL COSTS	LEAD ROLE
2	Colorado Front Range Trail (SR 52)	Concrete	8+	9.17	Medium	\$4,220,000	Town
3	Rinn Valley Connector Trail	Concrete	8+	1.66	Medium	\$613,000	Town
5	Unnamed Trail	Concrete	8+	0.42	Low	\$108,000	Town
21	Godding Hollow Link Trail 1	Concrete	8+	0.15	Medium	\$56,000	Town/ Development
27	Savannah Link Trail	Concrete	8+	0.06	Low	\$14,000	Town
30	Lower Boulder Ditch Trail 2	Concrete	8+	4.44	Low	\$1,139,000	Town
31	Lower Boulder Ditch Trail 3	Concrete	8+	0.85	Low	\$217,000	Town
58	Countryside Connector Trail 1	Concrete	<8	0.09	Medium	\$24,000	Town
51	Unnamed Trail	Natural	<8	0.38	Low	\$34,000	Town
52	Unnamed Trail	Natural	<8	0.14	Low	\$13,000	Town
53	Anderson Farm Trail	Natural	<8	1.58	Medium	\$164,000	Town/Roads
54	Boulder & Weld County Ditch Trail	Natural	<8	3.5	Low	\$317,000	Town
64	CR 16 ½ Trail	Natural	<8	1.65	High	\$409,000	Roads
66	Avocet Connector	Natural	<8	0.34	Medium	\$35,000	Town/ Development
0	Longmont Connector Trail	Natural	8+	2.20	Medium	\$305,000	Town/ Development

Table 8-8: Long-Term Priorities - Trails, cont'd

ID	DESCRIPTION	SURFACE	WIDTH	LENGTH IN MILES	SITE IMPACTS	POTENTIAL COSTS	LEAD ROLE
4	Unnamed Trail	Natural	8+	0.78	Medium	\$109,000	Town/ Development
11	Lower Boulder Ditch Trail	Natural	8+	3.14	Low	\$475,000	Town/ Development
48	CR 20 ½ Trail	Natural	8+	0.96	Medium	\$133,000	Town

Table 8-9: Development Driven - Timeline Unknown - Trails

ID	DESCRIPTION	SURFACE	WIDTH	LENGTH IN MILES	SITE IMPACTS	POTENTIAL COSTS	LEAD ROLE
8	Wetland Loop Trail	Concrete	8+	1.39	High	\$573,000	Development/ Roads
13	Milavec Lake School Connector Trail	Concrete	8+	0.59	Medium	\$216,000	School
16	The Farm Link Trail	Concrete	8+	0.54	Medium	\$197,000	Development
17	Johnson Farm School Trail	Concrete	8+	0.1	Low	\$27,000	School
18	Remington Avenue Link Trail (Firestone)	Concrete	8+	0.04	Low	\$11,000	Town/Firestone
20	Middle School Link Trail	Concrete	8+	0.4	Medium	\$148,000	School
23	McClure Avenue Trail	Concrete	8+	2	Medium	\$737,000	Town/Roads

ID	DESCRIPTION	SURFACE	WIDTH	LENGTH IN MILES	SITE IMPACTS	POTENTIAL COSTS	LEAD ROLE
26	Angel View Link Trail	Concrete	8+	0.2	Medium	\$75,000	Town/ Development
28	CR 16 / Frederick Link Trail	Concrete	8+	2.42	Medium	\$890,000	Development
29	High School Link Trail	Concrete	8+	0.08	Medium	\$31,000	School
32	Wyndham Hill Trail	Concrete	8+	1.95	Low	\$500,000	Development
63	McClure Avenue / CR 15 Trail	Concrete	8+	1.05	Medium	\$387,000	Town/Roads
33	St. Vrain State Park Link Trail	Concrete	<8	3.23	Low	\$621,000	Town/ Development
35	Legacy Elementary Connector Trail 1	Concrete	<8	0.06	Low	\$11,000	School
36	Legacy Elementary Connector Trail 2	Concrete	<8	0.04	Low	\$8,000	School
43	Moore Farm Connector 1	Concrete	<8	0.14	Low	\$28,000	Development
57	Country Meadows Connector Trail	Concrete	<8	0.11	Low	\$21,000	Development
50	Idaho Creek Connector Trail	Natural	<8	1.23	Medium	\$128,000	Town
55	Middle School Connector Trail	Natural	<8	0.74	Medium	\$77,000	School
56	High School Connector Trail 2	Natural	<8	0.15	Medium	\$16,000	School
49	Raspberry Hill Nature Trail	Natural	8+	0.56	Medium	\$77,000	Development
61	Farmers Reservoir and Irrigation Ditch Trail	Natural	8+	2.32	Low	\$350,000	Development
67	Miners' Park Town Centre Trail	Natural	<8	0.40	Low	\$37,000	Development

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8.5 *FUNDING SOURCES FOR P.O.S.T. IMPROVEMENTS*

The Town of Frederick will need to draw on a number of financial resources to provide the quantity and quality of park, open space, and trail facilities residents enjoy today. The Open Space, Development, and Maintenance Fund was approved by the voters for a specific purpose and will need to be allocated accordingly. Other resources such as the Town's lottery funds and the Park Improvement Fund are less restrictive. The Town has also actively pursued grants and private partners to help fund P.O.S.T. improvements, which is a practice that should continue.

Table 8-10 summarizes the key recommendations for P.O.S.T. Plan improvements and likely funding sources:

Table 8-10: Funding for Parks and Open Space

IMPROVEMENT	NOTES / TIMING	POTENTIAL FUNDING SOURCE
Improvements to Existing Parks	<p>Enhancements to existing parks to provide equitable access to park amenities.</p> <ul style="list-style-type: none"> Phased construction over a 10-year period (+/- \$25,000 per year) Enhancement of the CDOT parcel west of I-25 (\$160,000 to \$275,000) 	<p>The Town's Lottery Funds (The Conservation Fund)</p> <p>General Fund</p> <p>GOCO Grants</p>
New Pocket Parks and Neighborhood Parks	<p>A requirement for new residential construction.</p> <ul style="list-style-type: none"> Constructed with each new subdivision 	<p>Developers of new residential subdivisions (build or Fee in lieu)</p>
New Community Park Improvements	<p>Either expansion of Centennial Park and/or construction of new Community Parks commensurate with growth.</p> <ul style="list-style-type: none"> 2013 if the School District ballfield complex is added to Centennial Park. New Community Park west of I-25 added as population growth dictates. 	<p>Park Improvement Fees (with appropriate adjustment)</p> <p>General Fund</p> <p>GOCO Grants</p> <p>Public / Private Partnerships</p> <p>CVRD (Participate in School District site purchase or enhancement)</p>
<p>Preserving Valuable Open Space Parcels</p> <p>Purchase critical open space parcels based on evaluation process</p> <ul style="list-style-type: none"> Based on need and available funding per tool box 	<p>Purchase critical open space parcels based on evaluation process</p> <ul style="list-style-type: none"> Based on need and available funding per tool box 	<p>Open Space, Development, and Maintenance Fund (Sale Tax)</p> <p>Open Space Development Fee</p> <p>GOCO Grants</p>

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8.5.1 *PUBLIC FUNDING FOR TRAILS*

There are a variety of potential funding sources including local, State, regional, and Federal funding programs that can be used to construct or augment the proposed trail improvements. Most of these are competitive, and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. Local funding for these projects would typically come from the Town of Frederick and/or potential future bonds or other local revenues.

The sections below summarize public funding sources for trails. Some of these funds are restricted to the type of improvements that qualify for assistance. It is important to note that many of the funding sources are highly competitive and impossible to determine exactly which projects will be funded by which funding sources. It is also difficult to pinpoint the timing of the projects, due to dependence on competitive funding sources, timing of roadway and development projects, and the overall economy.

8.5.1.1 *Federal*

Petroleum Violation Escrow Account (PVEA)

PVEA funds come from fines paid by oil companies in the 70's for violating oil price caps set by the federal government. The Department of Energy's State Energy and Weatherization Assistance Program distributes the money at the state level through grants. PVEA funds projects with an emphasis on energy saving, including public transportation and bridge construction or maintenance.

National Highway System (NHS)

This program funds improvements to rural and urban roads that are part of the National Highway System (NHS), including the interstate system. Bicycle and pedestrian facilities within NHS corridors are eligible activities for NHS funds.

Recreational Trails Program (RTP)

The Recreational Trails Program provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized as well as motorized uses.

Recreational Trails Program funds may be used for:

- ⌘ Maintenance and restoration of existing trails.
- ⌘ Development and rehabilitation of trailside and trailhead facilities and trail linkages.
- ⌘ Purchase and lease of trail construction and maintenance equipment.
- ⌘ Construction of new trails (with restrictions for new trails on federal lands).
- ⌘ Acquisition of easements or property for trails.
- ⌘ State administrative costs related to this program (limited to seven percent of a State's funds).
- ⌘ Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

Surface Transportation Program (STP)

The Surface Transportation Program (STP) provides States with flexible funds, which may be used for a wide variety of projects on any Federal-aid Highway including the NHS, bridges on any public road, and transit facilities.

Bicycle and pedestrian improvements are eligible activities under the STP. This covers a wide variety of projects such as on-road facilities, off-road trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. SAFETEA-LU also specifically clarifies that the modification of sidewalks to comply with the requirements of the Americans with Disabilities Act is an eligible activity.

As an exception to the general rule described above, STP-funded bicycle and pedestrian facilities may be located on local and collector roads that are not part of the Federal-aid Highway System. In addition, bicycle-related non-construction projects, such as maps, coordinator positions, and encouragement programs, are eligible for STP funds.

8.5.1.2 State Funding Sources

Colorado has State funding sources for the development and maintenance of bicycle and pedestrian trail projects and programs.

The Colorado State Recreational Trails Grant Program

The Colorado State Recreational Trails Grant Program funds projects for large recreational

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trail grants, small recreational trail grants, trail planning, and trail support grants. This program is a partnership among Colorado State Parks, Great Outdoors Colorado (GOCO), the Colorado Lottery, the federal Recreational Trails Program (RTP), and the Land and Water Conservation Fund (LWCF).

Transportation Enhancements

The program is run through local agency coordinators in CDOT's six geographical region offices. The state uses a competitive selection process and funds are sub-allocated to the regional offices for distribution. Eligible project types that could be applied to Frederick's trail network include Pedestrian and bicycle facilities, pedestrian and bicycle safety and education activities, and acquisition of scenic easements and scenic or historic sites. There is a 20% local match required for funding. It is important to work directly with the Transportation Enhancement Program Manager within the Region. For example: CDOT Region 6 requires applicants to work directly with the Denver Regional Council of Governments (DRCOG). Frederick is located in Region 4.

Safe Routes to School Program

The Colorado Department of Transportation (CDOT) administers Colorado's SRTS program. There is no local match required for this program. Grants are awarded through a statewide competitive process, and in proportion to the geographic distribution of the student population K-8 grades. 10-30% of the total Safe Routes to School funds are dedicated to non-infrastructure (education and encouragement) projects, with remaining funds going towards infrastructure (capital) projects and staffing a full-time Safe Routes Coordinator position at CDOT. Eligible projects would include bicycle or pedestrian related projects within two miles of a school. Minimum funding is set at \$50,000 with maximum project funding set at \$250,000. Applications are due each December. It is estimated that the 2011 funding will include between \$1.0 and \$1.6 million for infrastructure projects throughout the state.

8.5.1.3 Other Funding Opportunities

Residents and other community members are excellent resources for garnering support and enthusiasm for a trail and the Town should work with volunteers to substantially reduce trail implementation and maintenance costs. Local schools, community groups, or a group of dedicated neighbors may use the project as a project for the year, possibly working with a local designer or engineer. Work parties can be formed to help clear the right-of-way where needed. A local construction company can donate or discount services. Other opportunities for implementation will appear over time, such as grants and private funds. The Town should look to its residents for additional funding ideas to expedite the completion of the trail system.